Tye Hongkong Telegraph.

N°. 2603. FRIDAY, AUGUST 1, 1890. SIX DOLLARS PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL£ 580,000.

LONDON:
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

GEO. W. F. PLAYFAIR, Manager. [10

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$7,500,000,
RESERVE FUND 4,600,000.
RESERVE LIABILITY OF PROPRIETORS..... 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSES, Esq.

T. E. DAVIES, Esq. | S.C. MICHAELSEN, Esq.
W. H. FORBES, Esq. | Hon. A. P. McEWEN.
H. HOPPIUS, Esq. | L. POLENECKER, Esq.
Hon. J. J. KESWICK. | D. R. SASSOON, Esq.
A. McCONACHIE, Esq.

CHIEF MANAGER.
HONGKONG—T. JACKSON, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Hongkong, 13th May, 1890. [8

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.
3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.
5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 13th May, 1890. [9

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL$5,000,000.
PAID UP CAPITAL 2,500,000.
RESERVE FUND 1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman. } Managing Directors.
Hon. C. P. CHATER, Vice-Chairman. }
LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASSOON, Esq.

BANKERS.
THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.
Properties purchased and sold.
Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.
Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER, Secretary.
Victoria Buildings, Hongkong, 3rd May, 1889. [709

Intimations.

W. POWELL & CO.

NEW GOODS.

GENTLEMEN'S HOSIERY, in SILK, COTTON, CASHMERE, WOOL, &c., &c.
A New Stock of SHIRTS all sizes.
GENTLEMEN'S FRONTS with Collars attached.
TIES, SCARFS, BRACES,
BATHING DRAWERS, BATHING COSTUMS, &c., &c.

W. POWELL & CO.

Victoria Exchange, Hongkong, 26th July, 1890. [6

W. BREWER.

HAS JUST RECEIVED

THE Patent Kodak Cameras.
Grosvenor Gallery Notes.
Academy Pictures.
Pall Mall Pictures.
New Queen's Regulations.
" " & Admiralty Instructions.
Sleeman's Torpedoes and Torpedo Warfare.
P. & O. Pocket Book.
New Official Railway and Steamship Guide to Japan, with Maps, $2.50.
Dictionary of Photography.
McCarthy's History of the Four Georges.
Brown Morocco Leather Shoes.
" " Boots.
White Buckskin Shoes and Boots.
The Art of Blending and Compounding Liquors and Wines.
Lawn Tennis by Wilberforce, 35c.
Chess by Green, 35c.
Ecarte and Euchre by Linskell, 35c.
Golf by Linskell, 35c.
Modern Fencer, 35c.

W. BREWER, UNDER HONGKONG HOTEL.
Hongkong, 10th July, 1890 [156

MARINE HOTEL

HONGKONG.
NOTICE OF OPENING.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that he will OPEN THE MARINE HOTEL, on the 9th August. Some delay has been caused in connecting the water supply, and the advertised opening has had to be postponed.
THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well Furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.
The TABLE D'HOTE will be supplied with the best the market can provide.
The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.
WINES and LIQUORS of the best qualities and Brands only will be supplied.
The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.
Hongkong, 1st August, 1890. [467

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

NEW HATS.

CHRISTY'S & HEATH'S Black, Brown and Grey FELT HATS.
DOUBLE and SINGLE TERAI and other SOFT FELTS.
Best English-made STRAW HATS.
LADIES' FELT HELMETS and CALCUTTA PITH HATS.
TWEED CAPS.

ROBERT LANG & Co.
Hongkong, 28th July, 1890 [139

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

HONGKONG & SHANGHAI.

ESTD. 1864.

SHERRIES.

Superior Dry—Black Seal.
Vino de Pasto—Yellow "
Pale Dry Dinner—Blue "
Manzanilla—White "
Amontillado—Dk. Red "
Dry very delicate—Green Seal.
Brown Sherry—Red "
Oloroso—Red "
Amontillado (very choice)—White Seal.

LANE, CRAWFORD & CO.

NEW GOODS.

Ice Cream Freezers.
Ice Breakers.
Lemon Squeezers.
Kerosine Cooking Stoves.
Copper Jelly Moulds.
Hanging Lamps.
Table "
Verandah "
Tennis Bats, Balls, Nets, Posts, Bat Presses.
Saddles and Saddlery.
Chocolate Pots.
Knife Cleaning Machines.
Office Washstands.
Coffee Machines.
Tea "
Family Coffee Roasters.
" " Grinders.
Filters.
Shower Baths.
Hip Baths.
Refrigerators.
Sun Umbrellas.
Kitchen Sundries, all kinds.
Asfinalls Enamel.
Dessert Sets.
Crockery and Glass Ware.

LANE, CRAWFORD & Co.
Hongkong, 25th June, 1890. [23

KELLY & WALSH, LD.

NEW SONGS.

A Dream of Spain, Music by Royle.
Arabs Vigil, Music by Rey.
Angelus Bell, Music by Vienôt.
Breton Slumber Song, Music by Roeckel.
Cap Bells, music by Crook.
Gladness or Sadness, Music by Roeckel.
Happy Years by Dick.
If love were only for a day, Music by Hervey.
I could'nt, could I? by Roeckel.
John's Wife, by Roeckel.
Love can Wait, by Trotère.
Love's Harvest, by Seary.
Marines Wedding, by Roeckel.
Marjorie, by Allisten.
Neighbour Joan, by Winn.
Some Remember, Some Forget, by Dane.
Smuggler Bold, by Bruce.
To-morrow will do, by Pontet.
The Flight of Ages, by Bevan.
The Admiral's Broom, by Bevan.
Where's Hugo? by Marzials.
What am I, love, without thee? by Adams.

NEW DANCES.

Albert Victor Waltz by Felix Burns.
A Garden of Memories " May Ostlere.
Blue Eyes " Vivians.
Cœur Fidele " Fabian Rose.
Cornine " Bucalossi.
Bon Voyage " Malemberg.
Espanita " Deacon.
Forget me not " Florence Fare.
Glancia " Gautier.
Happy Moments " Gautier.
Leisure Hours " Fischer.
La Fêté " Levey.
La Creole " Florence Fare.
Pompei " Rosa.
Ruy Blas " Lutz.
Roses, Red and White " Meissler.
Sweet Roses " Bonheur.
Tres Douce " Bonheur.
Across Country Galop by Missler.
Ruy Blas Lancers by Lutz.
Rip Van Winkle Lancers, by D'Albert.
High Old Times Quadrilles, by Williams.
Pretty as a Pink Schottische, by Williams.

KELLY & WALSH, Ld. have made arrangements for receiving at regular intervals parcels of the latest Songs and Dances. Music of any kind sent on approval.

CRUICKSHANK & CO., LD.,

FAMILY AND DISPENSING CHEMISTS,

Commission Agents,
WINE AND SPIRIT MERCHANTS,
AND
AERATED WATER MANUFACTURERS.

WE would beg to call attention to our special VERY RARE OLD "LIQUEUR WHISKY," which from its large increase of sale we have decided to reduce to $10 per case.
All goods guaranteed to be of the best quality and at prices which will compare favourably with any other house in the Colony.
Hongkong, 12th June, 1890. [892

Notices of Firms.

NOTICE.

THE PARTNERSHIP heretofore subsisting between EDWARD CONSTANT RAY and GEORGE HENDERSON WATT is this day dissolved by Mutual Consent.

E. C. RAY.
GEO. H. WATT.
Hongkong, 3rd July, 1890. [1000

WITH reference to the above the business of SHIP, SHARE, and GENERAL BROKER will be continued by me in my own name.

E. C. RAY.
Hongkong, 3rd July, 1890. [10

NOTICE.

DURING my temporary absence from the Colony, Mr. J. W. CROKER is appointed Acting MANAGER for Geo. Fenwick & Co., Ltd.

GEO. FENWICK, General Manager.
Hongkong, 2nd July, 1890. [995

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "CARMARTHENSHIRE," FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-MORROW.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 6th prox., will be subject to rent.
All claims against the steamer must be presented to the Undersigned on or before the 6th prox., or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.
Hongkong, 30th July, 1890. [1090

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "MORAY," Captain Duncan, will be despatched for the above Port, TO-MORROW, the 2nd August.
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, 31st July, 1890. [1099

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship "PHRA CHULA CHOM KLAO," Captain A. Benson, will be despatched for the above Ports, TO-MORROW, the 2nd August, at 1 P.M.
For Freight or Passage, apply to YUEN FAT HONG, Agents.
Hongkong, 31st July, 1890. [1110

FOR SHANGHAI.

THE Steamship "NINGPO," Captain R. Köhler, will be despatched for the above Port, TO-MORROW, the 2nd August, at 4 P.M.
For Freight or Passage, apply to SIEMSSEN & Co.
Hongkong, 31st July, 1890. [1109

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship "DENBIGHSHIRE," Captain Rickard, will be despatched TO-MORROW, the 2nd August.
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, 28th July, 1890. [880

STEAM TO STRAITS AND BOMBAY, (Calling at Colombo if sufficient inducement offers).

THE P. & O. S. N. Co.'s Steamship "THIBET," Captain W. L. Broun, will leave for the above places, TO-MORROW, the 2nd August, at NOON.

E. L. WOODIN, Superintendent.
Hongkong, 29th July, 1890. [1098

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & TAMSUI.

THE Company's Steamship "HAILOONG," Captain Goddard, will be despatched for the above Ports, on SUNDAY, the 3rd August, at DAYLIGHT.
For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, 31st July, 1890. [1112

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship "WINGSANG," Captain Ste. Croix, will be despatched as above on FRIDAY, the 8th August, at 3 P.M.
This steamer has superior first-class accommodation, specially constructed to meet the requirements of tropical climates.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 31st July, 1890. [1113

Shipping.

STEAMERS.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connexion with Company's Mail Steamers, to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship "BISAGNO," G. Orengo, Master, will be despatched as above, on WEDNESDAY, the 6th August, at NOON.
At Bombay the Steamers are discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.
Hongkong, 30th July, 1890. [1106

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship "VERONA," Captain F. H. Seymour, will leave for the above places, on SATURDAY, the 9th August, at DAYLIGHT.

E. L. WOODIN, Superintendent.
Hongkong, 28th July, 1890. [3

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship "TSINAN," W. Allison, Commander, will be despatched as above on WEDNESDAY, the 20th August.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st July, 1890. [1108

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW ZEALAND, (DIRECT).

THE Steamship "KWEIYANG," Captain Outerbridge, will be despatched about 20th August.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th July, 1890. [1038

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. British Ship "N. B. LEWIS," Gallison, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to REUTER, BROCKELMANN & Co.
Hongkong, 4th June, 1890. [1007

FOR NEW YORK.

THE 3/3 L. I. I. British Ship "CHARLES S. WHITNEY," Bolt, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.,
Hongkong, 30th May, 1890. [825

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "GAELIC" will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 23rd August, at 1 P.M.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to SAN FRANCISCO, VICTORIA, B.C., and PORTLAND, O., to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares:—
To San Francisco.....$140.00
To Victoria..... 125.00
To European Points at proportionate rates.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance, does not apply to through fares from China and Japan to Europe.*
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Passage or Freight apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent
Hongkong, 31st July, 1890 [8

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "SUTLEJ," Captain G. W. F. Browne, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON VIA BOMBAY & SUEZ CANAL, on THURSDAY, the 7th August, at NOON.
Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.
Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week later than by the ordinary direct route *viâ* Colombo.
Tea will be sent either via Bombay or Colombo according to arrangement.
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, 28th July, 1890. [2

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship "SUSSEX," 2,484 Tons Register, Captain Holt, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, *viâ* INLAND SEA, KOBE and YOKOHAMA, on THURSDAY, the 14th August, at NOON.
To be followed by the S.S. a Steamer 21st August; "BATAVIA" 4th Sept.; "STRAITS OF BELLE ISLE" 18th September; and "ABYSSINIA" 2nd October.
Connection will be made at Yokohama with Steamers from Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$102.00
To San Francisco..... 100.00
To Montreal, New York, &c..... 200.00
To Liverpool..... 275.00
To London..... 280.00
To other European Points at proportionate rates.
Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.
Freight will be received on board until 4 P.M. on the 6th August.
All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.
For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.
Hongkong, 1st August, 1890 [14

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA and VICTORIA, B.C., on TUESDAY, the 12th August, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.
To be followed by the S.S. "CHINA" September 4th.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, Victoria, B.C., and Portland, O., to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares:—
To San Francisco.....$140.00
To Victoria..... 125.00
To European Points at proportionate rates.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent
Hongkong, 31st August, 1890 [1

Intimations.

DAKIN BROS. OF CHINA, LIMITED,
DISPENSING CHEMISTS.

AERALED WATER MANUFACTURERS, WINE, SPIRIT, AND CIGAR IMPORTERS.

SCOTCH WHISKY.

IN consequence of the increasing and frequently expressed appreciation of our special blend of OLD SCOTCH WHISKY we have entered into an agreement with the distillers whereby we are guaranteed a practically unlimited supply for an unlimited time.

Many popular brands of Scotch Whisky are said to have fallen off in quality, we can now guarantee that our own blend will be ALWAYS THE SAME. Judges of good Whisky are recommended to try a sample bottle.

Per dozen $10.0, Bottle $1.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 28th July, 1890. [52

BY APPOINTMENT.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY is replete with the best Machinery, embodying all the latest improvements in the trade.

The greatest attention has been paid to appliances for ensuring purity in the Water-supply, to secure which we have added a Condenser capable of supplying us with 3,000 gallons of distilled water a day, and are now in a position to compete in quality with the best English Makers. Our Sweet Waters cannot be surpassed anywhere.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

☞ We continue to supply large bottles as heretofore, *free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.

whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock :—

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of Containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
Hongkong, China, and Manila. [5

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 1, 1890.

LOCAL AND GENERAL.

THE Kobe *Shimbun* says that 4,805 cases of new tea were shipped for San Francisco, *via* Yokohama, per the O. & O. Co.'s steamer *Belgic* on July 13th.

A REGULAR meeting of Zetland Lodge, No. 525, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE discoveries made by Stanley, according to that first-class bushwhacker's accounts, show that the Nile is the longest river in the world and at least four thousand one hundred miles in length.

A JAPANESE native paper says that owing to the cholera epidemic in Nagasaki, the number of visitors to Japan this year from Hongkong, Shanghai, Saigon, and other Oriental ports, is comparatively small.

THE German steamer *Hesperia*, which arrived from Kobe this morning, reports that after leaving on the 25th ult., whilst in Van Dieman Straits, she experienced the tail-end of a typhoon. She reports no damage.

TWO arms-dealers, of Queen's Road West, who were arrested by detectives on the 28th ulto. for being in possession of dynamite, stowed in their premises, without a permit, were fined $50 each this morning at the Police Court by Mr. Robinson.

MR. EDMUND WOODHOUSE, at one time editor of the *Times of Ceylon*, has taken up the editorship of the *Penang Gazette*, the late editor and present proprietor (Hon. J. Y. Kennedy) being unable to devote sufficient time to the proper supervision of the paper.

THE Band of the A. & S. Highlanders will play the following programme at the Barrack Square, this evening, commencing at 7.30 o'clock:—

March	"The British Lion"	Smith.
Lancers	"Faust up to date"	Lutz.
Valse	"A summer night in Munich"	Collier.
Polka	"Old China"	Coote.
Quadrille	"Olympia"	Williams.
Galop	"Madcap"	Relle.

WE would remind members of the Hongkong Jockey Club that a meeting, to arrange for the Subscription Griffins for next racing season, will be held at the Hongkong Hotel to-morrow at 12.30 p.m., when it is to be hoped there will be a large attendance, including a majority of the Stewards, one of whose special functions it is to be present when such important matters are being decided.

A "MYSTERIOUS disappearance" is reported from Calcutta. A Mr. Ezra, member of a leading family in the City of Palaces, went to Chadernagore on a short holiday and suddenly disappeared, and although a reward has been offered, no information as to his fate or whereabouts has yet been obtained. *Cherchez la femme!* We wonder if the missing one can be our absent friend "N. J.," a prominent light on the local Rialto!

THE silk ex *Batavia* was delivered in New York on the 30th ulto.

ACCORDING to the *Shinonome Shimbun* there are now over seven hundred foreigners residing at Hiyeigan, Kyoto, an increase of one hundred and fifty as compared with last year.

LATE news from Capetown announces the resignation of the Ministry, owing to the rejection by the Cape Parliament of a large railway scheme, and the formation of a new Cabinet by Sir Cecil Rhodes. Serious troubles would appear to be brewing in South Africa, and it is a significant sign of the times when we find that the British subjects who were tried for mobbing President Kruger at Johannesburg some months ago, have been acquitted by a jury composed of Boers.

A CORRESPONDENT writes as follows:—"Why do the Portuguese so furiously rage together? The last Consul told me there were only six pure bred Portuguese in the colony."—"Examination of Barradas' books and vouchers made by Mr. E. J. Ackroyd. Prosecution by same at the Criminal Sessions failed in three out of four counts. Bah!"—"Two student interpreters have applied for Lister's vacant positions in the Post Office, and one for the post of Treasurer. Not one of the three understands book-keeping."

THE *Financier* describes Mr. H. M. Becher, the Punjom Company's gas-bag manager, as the "great mining authority of the Malay Peninsula." This is rating friend Becher very high. If the mining prospects of the Malay Peninsula rested on no better a security than the authoritative statements of Mr. Becher, we should regard the prospects of the Punjom Company and other similar enterprises as next door to hopeless. Becher, it is quite evident, is better known and more highly appreciated in China than in London.

THE Brazilian legislative body, it appears, is to consist of sixty-three senators and 200 delegates. When the new body meets and becomes thoroughly organized, the Provisional Government will place in its hands the functions of the Government, exercised since the inauguration of the Republic. The Constitution adopted, and which is subject to revision by the legislative body when it first meets, is similar to that of the United States, with certain exceptions that have been necessitated. The President will hold his office six years, and will be ineligible to re-election for the succeeding ten years.

MAJOR M. S. BROWNRIGG, half-pay, late Oxfordshire Light Infantry, says the *Army and Navy Gazette*, accompanies Major-General Edwards to England after an unusually valuable experience as aide-de-camp. Major Brownrigg accompanied his chief to Australia lately on his tour of inspection, and performed the duties of Military Secretary. As Secretary of the Hongkong Defence Committee he has been indefatigable. It is not unlikely, therefore, that some steps will be taken to recognise his services. [It would be of interest to know how far this eulogium would be confirmed by his subordinates in Hongkong. —Ed.]

A HYDERABAD vernacular paper gives currency to the following curious story: "The daughter of a respectable English gentleman living in Chudderghaut fell in love with one of the Arabs who formed the guard at her father's gate. The cause of her attraction was that he was a good singer. The *nikka* ceremony was performed by an Arab chief, as is their custom, over dates. The Kazi did not wish to enter the marriage in the register, but the young lady went to live with her bridegroom and his comrades in the guard who subscribed between themselves Rs. 7,000 as her dowry. The parents are said to be dissatisfied with the marriage."

A COUPLE of wayward youths in the service of some of Messrs. Lane and Crawfords employées were "run in" to the Central Police Station last night and brought before Mr. Robinson at the Police Court this morning, where they were charged with stealing cigars, champagne, socks, cocoa, scent, glasses, sauce and singlets to the value of sixty dollars. One of them admitted that he "made" four boxes of cigars; while the other, in defence, stated that his chum did all the pidgin, and he merely bought some trifles from him to show there was no ill-feeling, and to help him along. The case was remanded until Monday next, the Magistrate refusing bail for one, and accepting $1,000 in one surety for the other.

FROM the returns compiled by *Lloyd's Register of Shipping* it appears that, excluding war-ships, there were 543 vessels, of 863,678 tons gross, under construction in the United Kingdom at the close of the quarter ending the 31st March last. Of these, 382, with a tonnage of 744,917, were of steel; 57 of 21,291 tons, of iron; and seven of 1,230 tons, of wood and composite; making 446 steam vessels, the remaining 97 were sailing vessels with total of 91,240 tons. Of the total tonnage under construction in the United Kingdom, excluding vessels being built for foreign owners, nearly 92 per cent. was under the supervision of the surveyors of *Lloyd's Register*, with a view to special classification.

WHERE ignorance is bliss, etc. A mud-headed scribe in the *China Mail* says that the P. & O. Co.'s steamer *Oriental* has "beaten the record," but he does not say whether it is by having delivered the mails from Hongkong to London in 26 days 13½ hours, or in having steamed from Singapore to this port at the rate of 15 knots an hour, making the passage in a few minutes over four days. And he doesn't say what record the *Oriental* has beaten. There is no doubt that the P. & O. steamer is a fine vessel, and it is quite certain that if put to her best she could materially improve on 15 knots, but that is no excuse for the ridiculous assertions made by authorities of the "Maiden Libeller" type. It is now many years since the *Stirling Castle* made the run from Singapore to Hongkong in 3 days 18 hours, and this record has more than once been very closely approached by the steamers of the Norddeutscher Lloyd. The *Stirling Castle*, it will be remembered, steamed from the Red Buoy at Woosung to Gravesend in a trifle over 26 days; had she carried mails and sent them *via* Brindisi from Suez they would have been delivered in London in about three weeks from Shanghai.

THE statistics of the Alice Memorial Hospital for July, are as follows:—

In-Patients remaining in Hospital on 1st July	58	
In-Patients admitted to Hospital during July	75	
Total number of In-Patients treated		133
Of these there were:		
Discharged cured	40	
Discharged relieved	25	
Discharged on other grounds	4	
Died in Hospital	1	
		70
In-Patients remaining in Hospital on 1st August	63	
Out-Patients, new cases	805	
Out-Patients, return visits	1008	
Total Out-Patients visits		1813
Operations	26	
Dental cases	6	
Casualty case	1	

JOHN C. THOMSON, M.A., M.B., Superintendent.

MR. ERNEST BENZON was under examination in the Bankruptcy Court last month, and stated that when he came of age he owed £70,000 for debts incurred during his minority; this he paid out of the £210,000 which he had coming to him, and the remainder he had lost in the course of two years in gambling, betting, racing, and pigeon-shooting.

UNTIL this morning we had no idea that the Argyll and Sutherland Highlanders possessed a champion kicker. It is a fact, however, and he experimented on an unfortunate punkah coolie last night in Wanchai and fairly kicked him from time almost into eternity. The unfortunate coolie is now lying, half dead, in the Civil Hospital; while "Tommy Atkins" is lying off in the Central Station lock-up, where he was deposited by Inspector Swanston to-day.

A LONDON rag called *Industries* says that "a very common impression is that Hongkong is only a mercantile emporium or centre for the distribution of merchandise all over China and neighbouring countries. It is, however, developing into an industrial centre of considerable importance. It has now three large sugar refineries, which have practically monopolized the trade of refined sugar in China and Japan." And now who is the numskull who planted this tommy-rot on our London contemporary?

THE naval correspondent of the *Globe* writes:—Messrs. Maudslay have good reason to be proud of the engines they put into the *Impérieuse* as long ago as 1885. The ship has now been fifteen months in commission, her measured mile speed was 16·75 knots, and news has just come from China that between Wei-hei-wei and Chefoo she carried out her periodical full-power steam trials, and realised a speed of 16·82 knots. There is nothing remarkable in this. If engines and boilers are built sufficiently strong to stand wear and tear they are bound to improve in their performance, as the officers and men get used to them. This is almost always the case with our ironclads; it is only the weak and fragile cruisers that squeeze out a power on the contractors' trials which they will never develop again.

THE *Japan Herald* of July 21st says:—Pilgrims to Fujiyama will find their difficulties increased if they attempt to make the ascent this year. The season would appear to have been backward, as we learn from a private letter that the mountain was only officially opened on the 16th instant. This was probably the effect of the exceptionally cold weather we had at the commencement of this month, when the upper portion of the mountain received a fresh covering of snow. We learn from the same letter that a great part of the woods that surround the base had been carried away by an avalanche, and beyond that, on the open side of the mountain, the road was so bad that a gentleman who attempted to make the ascent returned after reaching the first station. The usual conflagrations seem to have set in amongst the villages in the hills with unwonted severity. Half of Subashiri was burned down on the 15th, and Kawabata, the village below Hatta on the Tokaido, has also been burned.

"DAGONET" doesn't seem to have had a picnic at the Derby. He says:—

Mud in my eyes, and mud on my cheek,
My hat that drips, and my boots that leak,
And a voice so hoarse that I scarce can speak—
That's how I went to the Derby.

A fight with a man at the station-gate,
Apoplexy through being late,
A score in a carriage that seated eight—
That's how I went to the Derby.

Never a cab for love or oof,
The dye running out of my waterproof,
Through chalk and water I pad the hoof—
That's how I got to the Derby.

Smashed and crushed in a crowded pen,
Bruised and battered by bustling men,
A lamb in a roaring lion's den—
That's how I saw the Derby.

"The favorite's beat!" the millions cry,
The next umbrella extracts my eye,
And I've laid two thousand to one with Fry
That's how I liked the Derby.

I've lost my temper, I've lost my tin;
Where is my watch—my chain, my pin?
And my boots are letting the water in—
That's how I left the Derby.

A couple of doctors by my bed,
A block of ice on my turning head,
And somehow I wish that I was dead—
That's what came of the Derby.

The brokers in on a bill of sale,
Pills and potions of no avail,
A jerry-built tomb with a rusty rail—
That's what came of the Derby.

R. I. P. on a soot-grimed stone,
And under my name these words alone:
"The biggest juggins that ever was known"
Has gone where there's no more Derby.

LAST month a New York correspondent telegraphed to a home paper a summary of a further letter from the correspondent of the *New York Tribune* in Newfoundland, which shows a state of affairs rapidly passing from bad to worse. The American correspondent states that the attempt to enforce French rights under the *modus vivendi* by the agency of British ships-of-war has utterly failed. The British commanders admonish and even threaten, but they naturally hesitate to give effect to their words by seizing property of their own fellow-subjects to enforce an odious foreign claim. British lobster factories by the dozen have been run up along the French shore, and the workpeople tranquilly pursue their avocations right under the British guns. They would even welcome interference, as this would enable them to take into sympathetic local courts their claims for damages, based on the contention that the lobster is not the "fish" known to the treaties with France. In the local Parliament both sides have co-operated to fashion the strong address to the Queen which demands the abrogation of the treaties. A telegram from White Bay states that the British fishermen are being prevented from fishing by French bank fishermen seeking bait. The Rev. Mr. Howley, Prefect of the District, demands $10,000 compensation to the fishermen of St. George's Bay for injuries done by the French. The local Government, however, repudiates all liability. Mr. Baird, the owner of the lobster factory at Fishells, St. George's Bay, Newfoundland, one of the twenty-six factories which the commander of Her Majesty's ship *Emerald* ordered to be closed, has served a writ upon Captain Sir B. Walker for trespass. Mr. Baird is acting on behalf of the owners of all the factories. The Anglo-French *modus vivendi* will therefore be discussed in the Newfoundland Law Courts. A correspondent says:—The colonists have recently armed themselves with an extra supply of the finest American rifles. They are famous shots, and have always possessed a small arsenal of good weapons. During last year orders have come into St. John's for as many as from fifty to a hundred rifles at a time; and, although some merchants, unwilling to aid the obvious purpose of these supplies, have refused to furnish them, it is quite certain that the colonists have obtained what they wanted, and are now prepared to resent any infringement of what they consider their rights. This they are likely to do at any time, but soon they may be counted upon to go further. The entire colony, with one voice, maintains that the French must go.

"HER Gracious" has most generously donated £50 to the Stanley Fund for placing a steamer on the Victoria Nyanza. If the old lady continues this course of reckless extravagance, it is quite on the cards she may yet end her days in the peaceful repose of a suburban work-house.

BY a London telegram to the *Pioneer*, dated July 8th, we observe that the once invincible Renshaw has again suffered defeat for the lawn tennis championship at the hands of W. J. Hamilton, the Irish crack. It appears to have been a close match, the Irish player winning by three setts to two—27 games to 18.

THE steamer *Yunnan* left Haiphong for Lao-kay on the evening of the 22nd July. There were on board, in addition to M. d'Abbadie Mr. Jack, superintending engineer to Messrs. Marty and d'Abbadie, and M. Repton, purser of the steamer; Lieut. Lapied of the French cruiser *Comète*, M. Lion, director of the Public Works department, M. Salabelle, chief secretary of the Customs, and M. de Cuers de Cogolin, editor of the *Courier d'Haiphong*.

A "BOY" who had been for the past four years in the service of Mr. Daniel Haywood, overseer in the Public Works Department, was up before Mr. Robinson this morning at the Police Court and charged with robbing his master of $63 in hard cash. His Worship, after hearing the evidence of Detective Sergeant Haddon, who proved that the prisoner had a duplicate key of his master's chest, committed him for trial at the next Criminal Sessions.

SHIP-OWNERS and Master Mariners will be interested to know that the United States Government has at last taken steps to determine the advisability of the erection of a new structure at the Delaware Cape to take the place of the antiquated breakwater, which has proven itself an inadequate protection to vessels in time of storm. In consequence of the refusal of the American Government to enlarge the Delaware breakwater many lives have been sacrificed during the past few years.

THE report of the special commission sent out by M. Brunet, the liquidator of the Panama Canal Company, to investigate the condition of the canal, estimates that it would cost $180,000,000 to complete the canal on the lock system, and the period required would be seven or eight years. This amount is $80,000,000 in advance of the recent estimates of the French engineers at the Isthmus, but $120,000,000 behind the calculations of English and American experts. The value of the existing material and work performed is represented to be $90,000,000. The face value of the bonds was about $500,000,000, but $280,000,000 probably represents the actual amount of money put into the canal. For there is only $90,000,000 to show in material and work. About $190,000,000 has been sunk in this wretchedly managed enterprise. That amount stands for the plunder of the contractors and for waste. It is a most appalling record of corruption and inefficiency, which furnishes the strongest possible argument against the continuance of the present management of the canal.

HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD.

The forty-eighth half-yearly meeting of the shareholders in this Company was held at their offices, Bank Buildings, at noon to-day. The Hon. P. Ryrie presided, and there were present:—Messrs. E. R. Belilios, L. Poesnecker, F. A. Gomes, Lee Shing (Directors), D. Gillies, J. D. Humphreys, W. H. Ray, F. Dodwell, W. G. Brodie, E. Watson, F. Henderson, S. I. Danby, J. F. C. da Roza, E. J. Moses, A. S. Cohen, J. B. Elias, E. E. Elias, H. J. Gomes, Ho Tung and several other Chinese, and T. Arnold (Secretary).

The Chairman said—You have had the report before you for some time—I regret that it is not such a favourable one as we have been in the habit of presenting, but there are several reasons for it is not being up to the usual standard. First and foremost, I think, there is the very bad state of trade; it is not confined to the Canton river, but is felt all over the coast. If we compare our business with that of the Companies trading up the coast I think we may congratulate ourselves—theirs is very bad. And then we have the opposition; but I think if trade was up to its former volume, both for passengers and cargo, the opposition would not matter to us as much as it does. And then we still have the very high cost of coal to contend with, and the increase in the wages of the officers, and we have increased light dues. These light dues we did, by representations, get reduced one-third, but we are in hopes that by the representations of the Chamber of Commerce, which has taken the matter up, the amount will be further minimised. It must appear ridiculous to anyone who knows anything about these things that our two night steamers, such as they are, which do not make any use of the lights whatever, should be mulcted in the sum of several thousand dollars a year for light dues. We talk about the freedom of the port but, by Jove, that isn't much like freedom. People don't think what it means, but if the charge in the Ordinance had been adhered to it would have amounted to some $4,000 or $5,000 a year. Now it has been reduced by one-third, and I think if the Committee for managing the Light Dues is inaugurated, as has been proposed to the Government, we shall have a very material reduction from them. Since we last met, the new vessel, the *Heung-shan*, has arrived. She is, to look at and go over, a very splendid vessel, but unfortunately there is a fault in her boilers. That is not due to your Directors, because they paid a gentleman recommended by a very leading person in shipping matters in this Colony—a Mr. Walker—a very handsome sum to supervise the fitting of the engines and boilers, and we have since discovered that he did not supervise them very much—in fact that the supervision was of the most perfunctory character. Therefore we find that the vessel has to be put into dock, and her boilers attended to. We hope, of course, to recover this from the builders, as the boilers were actually not in compliance with the specifications given. We have every hope of also recovering a sum for the detention of the steamer; she should have been completed long before she was, and they are clearly liable. In other respects I believe, from the reports given by experts, the vessel is most suitable, and carries a large amount of cargo and a large number of passengers, and will be a credit to the Company. We are, of course, under the circumstances, compelled to make use of the *Kinshang* again—not to say, of course, that she is a favorite boat and passengers like her. The amount of interest, you will observe, is not so large as it was the previous half-year, but that, you must remember, is because of what we paid for the new steamer. Repairs, you will notice, are again a heavy item, but it is impossible to keep steamers running daily from here to Canton and Macao without repairing them—otherwise they would be very soon laid up. I can only say to the shareholders that the dividend appears not to be up to former ones, but I would ask you to compare it with the dividends which are likely to be paid by the other companies trading in China waters. I think you will find that ours will stand comparison. I have no more remarks to make, but will be glad to answer any questions.

Mr. Brodie—May I ask if the new steamer is fully paid for? You said she was late in being delivered, and you have considerable claims—have you the money in hand?

The Chairman—I regret to say that she is all paid for.

Mr. Brodie—Then you have no money belonging to the builders.

The Chairman—All the instalments have been paid.

Mr. Brodie—That is a pity.

Mr. Ho Tung—Can you tell us the total amount of her cost, laid down in Hongkong? Is the amount set down in the balance sheet the whole or part of it?

The Secretary—In the report of the Directors last August it was stated—"A steel twin-screw steamer for the Macao trade, to be named the *Heung-shan*, has been contracted for with Messrs. Ramage and Ferguson, of Leith, to be delivered there on the 30th November next, for the sum of £33,950, to which will have to be added the cost of certain extras, amounting to about £1,000, not covered by the contract, and the expenses of the voyage to Hongkong." There is still a portion of the expenses of the voyage to be paid.

Mr. Ho Tung—Then the total comes to about £34,000, besides the £1,000 extra?

The Secretary—Yes, and the expenses of the voyage out and docking her when she arrived. Still, all these items, of course, we expect to recover from the builders. The cost of the steamer will not exceed the original estimate.

Mr. Ho Tung—The exchange, of course, has been in your favour?

The Secretary—That was settled long ago, what appeared to be a very favorable rate of 3/2½ was arranged.

Mr. Ho Tung—What do you propose to do with the *Heung-shan* in future? Owing to her deep draught she is unsuitable for the Macao line, and I don't think she is useful for the Canton line.

The Chairman—Well, I don't think her draught is above 8 feet.

The Secretary—A boat with a heavy weight like that must have a heavy draught or she will not steer. She has proved herself suitable for the line so far; once a fortnight, we know, she will have some difficulty in getting into port unless she hurries up. If you gave her less draught she wouldn't steer in a heavy sea.

Mr. Ho Tung—What is her draught?

The Secretary—8½ feet.

Mr. Ho Tung—Is that contained in the specifications?

The Secretary—Yes; she is fully up to the specifications.

Mr. Ho Tung—Then the builders have strictly adhered to the specifications?

The Secretary—Yes, in the matter of draught. It would not be safe to build a vessel of her size with less.

Mr. Ho Tung—Then as a matter of fact you have nothing against the builders except the detention and the leaking of her boilers?

The Secretary—One or two smaller items, but they don't amount to much.

Mr. Ho Tung—How long do you think she will be in dock?

The Chairman—I don't think we can tell.

The Secretary—Mr. Gillies can give us some idea, perhaps?

Mr. Gillies—I don't know exactly—possibly the repairs may take two weeks, perhaps three—I don't think it has been fully decided as to the extent of the repairs.

Mr. George—I don't think Mr. Gillies should have been called on to make that explanation—it should have come from the Directors.

The Chairman—How can we say? We have had no estimate—the boilers were only examined yesterday, or the day before.

Mr. Michael—Has Mr. Walker been paid for examining the boilers?

The Chairman—Yes. He was most highly recommended to us by a leading ship-owner in the colony—we didn't know him before. He got 250 guineas.

Mr. Ho Tung—What is the draught of the *Kiuklang*?

The Secretary—About nine feet.

Mr. Ho Tung—More than the *Heungshan*?

The Secretary—Yes.

The Chairman then moved the adoption of the report and accounts.

Mr. Cohen seconded, and the motion was agreed to.

The Chairman—Since our last meeting we have invited two Chinese gentlemen—Mr. Lee Shing and Mr. Poon Pong—to take their seats at the board—

The Secretary—They are retiring.

The Chairman—Oh yes; they are retiring. Will anyone move their re-election?

Mr. Danby did so, Mr. Michael seconding, and the motion was adopted.

The Chairman then proposed the re-election of Messrs. Gourdin and Henderson as auditors.

Mr. Solomon seconded. Agreed to.

The Chairman—I have now to announce that dividend warrants will be ready to-morrow at ten o'clock.

Mr. Humphreys—Before you part I would ask to be allowed to propose a vote of thanks to the Chairman and directors for their management of the Company's business during the past half-year. As you know, it has been a very trying half-year not only to the river service but to every business. As we think, the Chairman made a sort of apology that the balance-sheet was not so satisfactory in respect to the amount of dividend as he would have liked, and as it has been in the past, but at the same time I think we should be very well satisfied indeed with it ("Hear, hear"). I, for one, am perfectly satisfied with it in these times; and hope it may never be less. If it is not we shall have reason to congratulate ourselves. There is only one thing more I would mention, and that is the balance-sheet. It is highly satisfactory—thoroughly solid and substantial; you see exactly where your money is—that it is well invested. You can see that you have a large amount in reserve in mortgages, ready to hold your own if need be against any competition which may arise, and which, in every business in the world, you must expect, and meet fairly when it comes. ("Hear, hear"). With these words I beg to propose a vote of thanks to the Chairman for the very fair manner in which he has described the position of the Company to-day, and to him and the directors for the management of the Company in the past.

Mr. Cohen seconded.

The Chairman, in reply, said—I can only say, speaking on behalf of myself and the Board, that we feel very much flattered at the language which has been used, and we sincerely thank you and hope that future half-years—although Mr. Humphreys pays us the compliment of saying this is a good one—will be better.

Mr. Ho Tung moved a vote of thanks to Mr. Arnold, the Secretary, for his energetic management.

Mr. Arnold briefly replied, and the proceedings terminated.

KUHN'S ART GALLERY.

Messrs. Kuhn & Co., the famous collectors of Japanese art treasures, after an absence of about a couple of years in London, have returned to Hongkong and re-commenced business in commodious and well-appointed premises in Queen's Road Central, three doors to the eastward of the Hongkong Hotel. With that perfect taste which has always been a conspicuous feature in his business management, Mr. M. Kuhn has decorated his store in a manner alike artistic and effective, and visitors to the new Art Gallery will find the place a striking revelation of the Land of the Rising Sun. Mr. Kuhn's splendid collection of Japanese articles *du luxe et vertu* has never been approached in this colony, equally as regards number, variety, artistic taste, uniqueness, and intrinsic value. To enumerate the thousands of fine specimens of Japanese art and manufacture so temptingly displayed in all directions would entail more time, and occupy far more space, than we can afford, and we would therefore strongly recommend all who are interested to pay Mr. Kuhn a visit at the earliest opportunity. Collectors of what are vulgarly and erroneously termed "curios" will find a wide field for selection, from carvings in ivory and bronze, costing only a trifle, to magnificently inlaid screens, gems of lacquer-ware, rare porcelain, ancient vases, and bronzes, valued at hundreds of dollars. Ladies looking for unique and tasteful decorations for their drawing-rooms will have no difficulty in fulfilling the most exacting requirements, and in the large assortment of handsome, cosy and billiantly colored robes, dressing-gowns, etc, for which Japan is so famous, they will be sorely tempted; while the ordinary visitor will be shown an admirably selected stock, including scores of useful and pretty articles, suitable as presents both here and at home. A special feature in Mr. Kuhn's establishment, and one that might be generally imitated with advantage, is that all purchases are carefully packed by an experienced Japanese, so that danger of breakage is reduced to a minimum and a vast deal of trouble saved the purchaser.

Kuhn's Art Gallery is one of the most interesting sights of Hongkong and one need not be either a "curio" hunter or authority on high art and modern *bric-a-brac* to be able to spend a pleasant half hour in the coolest and most elegantly fitted-up show-rooms we have yet seen in the colony.

THE NEW ORIENTAL BANK CORPORATION (LIMITED).

The ordinary general meeting of the above bank was held at the offices, Threadneedle-street, on the 3rd ulto. Mr. Wm. Walter Cargill was in the chair, and there were also present, Major-General Henry Beville, C.B., Mr. J. A. Ferguson, Sir Benjamin C C. Pine, K.C.M.G., Mr. Grant Heatly Tod-Heatly, and Mr. Andrew J. Macdonald.

The Secretary having read the notice convening the meeting:—

The Chairman, in moving the adoption of the report and accounts, called attention to the remarkable progress which the bank had made, as shown by the statement at the foot of the report. There had been a substantial increase each year, amounting on an average to 1½ millions sterling. At the present time the banking assets amounted, as they would see, to 10½ millions sterling. It would be observed that the bank commenced with a comparatively small sum, but as would be seen they had progressed at a very rapid rate. With an energetic and capable staff, they had in the course of five and a-half years brought themselves into the front rank of Eastern Banks, with competitors who had been in existence from 20 to 30 years and over. He thought that was no small achievement, and he did not think they had any cause to be ashamed of such a record. If they continued to prosper in the same ratio, in a few years they would not stand very far below the highest of the figures given by the other companies. As it was they stood No 3 amongst the oldest and best banks. Originally, of course, they started at the very bottom of the list. He had on a former occasion made allusion to the fact that it was a very slow process to build up a bank, but he thought in their case it had not been so slow as had been the case with others. As regards the expenditure in conducting the business, it might seem to some shareholders that the amount was large as compared with the results. For instance, it was put down in the accounts as over £82,000, and the money for division among the shareholders was £40,000; but there was a consideration connected with that which had to be taken into account. Their total earnings amounted to no less than £375,000, out of which they paid these expenses of £82,000 and a sum to depositors of over £250,000. These depositors, looked at in a way somewhat differently to what they were usually regarded, might be described at limited partners. They were not shareholders, but they gave their money for a term of years, and during that time they were actually partners in the concern. They might look upon them and style them as "preferred" partners—they were entitled to a fixed rate of interest for their money; while the shareholders proper were what might be called "deferred" shareholders, who got the balance. They could not work all their business without the first class and the second class got the benefit from the residue, whatever it might be. Some very important events had occurred since they last met in that room. In the first place, the Royal assent had been given to the Act of Parliament applied for in the month of August. That Act, as they knew, was specially intended for the regulation of their silver capital, but owing to technical difficulties they had been unable to carry out its provisions. The shareholders would be asked presently to adopt a resolution which would do away with the obstacles to which he alluded and enable them to take the advantage they secured under the Act. When this was done it was their intention to place the silver capital in the East in the ordinary way. The next event occurred in December last. He referred to the death of their esteemed colleague, Mr. Alhusen, a gentleman, as they all knew, who was a most able and assiduous member of the board, and who earned their respect and esteem. When amongst them he was always to the front, always full of energy, and always ready to support anything that was reasonable and proper in conducting the affairs of the corporation. They had felt his loss very much, but they were fortunate in selecting a gentleman to take his place in the person of Mr. Ferguson, who was now a member of the board. The other event of the same kind was the death of one of their most promising branch managers, Mr. Laurence, who died in Calcutta at the beginning of the year, and whose loss they had had some difficulty in making up by the appointment of another. Another rather important event was the withdrawal of their bank from Persia. They might remember the last time they met they talked over the business and its prospects, and they held the opinion that those prospects were very good, rates were high, there was no competition, the exchange was profitable, and they did not look with any apprehension at the establishment of the Imperial Bank. But when the bank opened they soon found reason to think that their expectation of profit in the country would not come up to what they originally expected; that the competition of another bank in a comparatively new field would make it uphill work for a long time before they could carry on their business advantageously. They found that the rates of discount and the rates of interest for money would be depressed very much, and the competition and exchange would most likely reduce it to a very small figure. The Imperial Bank would be compelled to compete with them and to get the business because it was their only place of existence, and this bank would have had a very hard task in fighting with them on those terms. On the whole, after consideration, the

directors thought it a prudent step to accept a proposal made by the chairman and directors of that institution, to withdraw in their favour, which they did, the Persian Bank undertaking to pay all their expenses and leave them something in the shape of a bonus. He did not know that there was any reason to regret having withdrawn from Persia. It set free the funds of the company that had been used in that place, and which they could employ just as well in other directions, and it also set free some members of their trained staff that they could very ill spare at the time, and they were only too glad to have them back again in their business. The next subject which affected them, and which they had to consider, was the silver question, which seemed to be an everlasting problem. One day it appeared in America as if they were going to pass a Bill; the next day they heard that the Bill would not pass. Then a compromise was talked about; but, so far as they could see now, there was some chance of a Bill of some sort being passed. What the precise nature of the Bill would be they could not tell now; meanwhile the uncertainty of the present position seriously interfered with the conduct of their business, and both banks and merchants suffered in consequence. A calculation made one day might be altered the next, by the price of silver going up or down; and that, as they knew, formed the basis of their Indian exchange. Speaking for himself, he was a bi-metallist in the interest of banking and commerce in the East. They would benefit largely if there was anything done in the way of raising the value of silver to something like its old position. Their business would be conducted on a much firmer and profitable basis. At the present time there was a considerable gambling element, owing to the fluctuations of the exchange arising out of the uncertainties of the price of silver. The amount of silver coined last year was stated to be £26,500,000 sterling, and the whole production of silver was £32,500,000 sterling. This only left the £6,000,000 for the purposes of trade and the general uses to which silver was put. Therefore there did not seem to be any enormous overplus of silver. After referring to the various causes which had led to these fluctuations he went on to say there was an idea that Germany, with the other countries concerned, would still have to sell a considerable amount of silver. The total amount did not exceed £10,000,000, and that could only have a very partial effect upon the market. But if these countries should proceed to sell their silver, and silver should go the wrong way for them, unfortunately they would be obliged to buy it back again at a higher price. Doubtless would defer the operation as long as they possibly could. The circulation of silver in the United States now even was increasing. If anything was done in England or other countries to utilise silver to a greater extent than now they would very soon see a rise in the exchange, and it might possibly go up to two shillings. If silver should rise they and all the other banks would add very largely to their assets; but if, on the contrary, silver legislation was not passed—he thought it would in some shape or other—the worse that would happen would be that the exchange would go back to where it was when their accounts were made up somewhere in the neighbourhood of 1s. 5d., so that they had all the chances of making without much risk of losing. In conclusion, he thought their progress was satisfactory. They had now done one part of their undertaking. They had raised the business, as he had said before, to the first rank—that was the first step. They would not stop at what they had done in that way, but they would now be able, having the means at their disposal, to give themselves to the task of increasing their business and increasing the profits, and he hoped as years went on the shareholders would have no cause to regret that they held stock in this bank, and that they would find themselves with a very good investment for the rest of their lives. He begged to move that the directors' report and statement of accounts up to March 31st be adopted.

Mr. Grant H. Tod-Heatly seconded, and the resolution was put, and carried unanimously without discussion.

The Chairman then moved a formal resolution declaring the dividend at the rate of six shillings per share, being at the rate of 6 per cent. per annum, free of income-tax. Mr. Macdonald, seconded, and it was adopted unanimously.

Mr. Macdonald proposed the re-election of the retiring directors, Mr. Lionel R. C. Boyle and Mr. Wm. Walter Cargill, which was seconded by Major-General Henry Beville, and carried unanimously.

General Rennie proposed the re-election of the auditors, Messrs. Welton, Jones and Co., General Gray seconded, and the motion was adopted *nem. con.*

The meeting then resolved itself into an extraordinary general meeting, for the purpose of considering and passing the following resolution:—"That article 41 in the company's article of association be altered by omitting the words 'in general meeting' in the first line thereof."

The Chairman proposed the resolution, and explained that its object was to enable them to proceed to the issue of shares under the new Act of Parliament.

Mr. Ferguson seconded, and the motion was adopted unanimously.

Mr. Barry proposed a vote of thanks to the chairman and directors, which was seconded by Mr. D. Field, and carried unanimously.

The Chairman having briefly responded, the meeting was brought to a close.

To-day's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-yearly MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 23rd day of August current, at 12 o'clock noon for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1890.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1890. [1118

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER of SHARES of the Corporation will be CLOSED from Saturday the 9th to Saturday the 23rd day of August current (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1890. [1119

FOR KOBE & NAGASAKI.

THE Steamship

"AMIGO,"

Captain Bruhn, will be despatched as above on MONDAY, the 4th inst., at 5 P.M.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.

Hongkong, 1st August, 1890. [1123

To-day's Advertisements.

ZETLAND LODGE, No. 525.

A REGULAR MEETING of the above named Lodge will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 1st August, at 8:30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited.

Hongkong, 1st August, 1890. [1088

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANTE,"

Captain G. Tayler, will be despatched for the above Ports, on MONDAY, the 4th instant, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, 1st August, 1890. [1123

FOR NAGASAKI, KOBE AND YOKOHAMA,

THE Steamship

"ALBANY,"

Captain Porter, will be despatched as above on WEDNESDAY, the 6th instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 1st August, 1890. [1122

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 6 per cent. or $1.20 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders held this day will be payable at the Hongkong and Shanghai Banking Corporation on and after SATURDAY, the 2nd instant.

Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 1st August 1890 [1121

PUBLIC AUCTION

THE Undersigned has received instructions from the Official Liquidator, to Sell by Public Auction, on

THURSDAY,

the 7th August, 1890, at 3 P.M., at Bowrington.

THE PLANT & STOCK-IN-TRADE belonging to the CHINESE AMUSEMENTS SYNDICATE, Comprising:—

SWITCHBACK RAILWAY and CARS.
SWINGS.
SHOOTING GALLERY and BAR.
TICKET BOX.
BAMBOO FENCE, and
1 Lot SPARE STEEL RAILS.

TERMS OF SALE:—Cash on delivery. All lots to be cleared within two weeks of date of sale.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 1st August, 1890. [1124

NOTICE.

WE have authorized Mr. JOAO JOAQUIM LEIRIA to sign the name of our Firm from this date.

J. J. DOS REMEDIOS & Co.

Hongkong, 1st August, 1890. [1120

Intimations.

SOCIETE FRANCAISE DES HOUILLERES DE TOURANE.

SHAREHOLDERS are hereby informed that the SECOND CALL of $31.25 per Share will be payable on or before the 15th August, 1890, at the Hongkong and Shanghai Banking Corporation.

By Orders of the Directors,
L. SUIDTER,
Secretary.

Haiphong, 12th June, 1890. [916

NOTICE.

MESSRS. ARNHOLD, KARBERG & Co. have been appointed SOLE AGENTS at Hongkong for the Société Francaise des Houillères de Tourane.

By Order of the Board of Directors,
L. SUIDTER,
Secretary.

Hongkong, 16th June, 1890. [915

Dr. Knorr's ANTIPYRINE.

(Dose for Adults 15 to 30 grains troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong 20th May, 1890. [424

GRIFFITH'S

NEW PHOTOGRAPHIC STUDIO,
No. 2, Duddell Street,
(Between the New Oriental Bank, and Mr. Lammert's Auction Rooms),
Entrance from Duddell Street or Ice House St.

MR. GRIFFITH'S STUDIO is open daily from 8 A.M. to 5 P.M. for producing First-class PHOTOGRAPHIC PORTRAITURE in all the Newest styles. Views of Hongkong and the Coast Ports, with choice illustrations of Chinese life and character, always ready.

Portraits enlarged to life size and painted in Oils or Water Colours by First-class Artists. Miniatures on Ivory, and all kinds of reproductions.

Hongkong, 2nd April, 1890. [542

Intimations.

EMPIRE PALE ALE — EMPIRE XX STOUT.

JUST TO HAND, A FULL STOCK OF THE ABOVE, IN SPLENDID CONDITION.

THIS justly favorite Beer is rapidly superseding all English and German Beers in China, Japan, and the Straits Settlements, owing to its absolute purity and the entire absence of Chemicals.

VIDE ANALYST'S REPORT.

EMPIRE EXTRA XX STOUT.

As supplied to the Hospitals and Infirmaries. Strongly recommended by the Faculty for its strengthening properties and adaptability for hot climates.

IN BOTTLES AND CASKS

EMPIRE PALE ALE	Pints	per dozen	$ 1 50
	Quarts	"	2.50
	9-Gall. Cask	per cask	6.00
	18-Gall. Cask	"	10.00
DOUBLE XX STOUT	Pints	per dozen	1.60
	Quarts	"	2 60
	9-Gall. Cask	per cask	6.50
	18-Gall. Cask	"	12.00

SOLE AGENTS.

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ C. Co., Ld.)

Hongkong, 29th July, 1890. [3

PIANOS ON HIRE. A. HAHN. PIANOS FOR SALE.

PIANO-TUNER AND REPAIRER.

MUSICAL INSTRUMENTS, &c. TOYS & FANCY GOODS, &c.

ONE BOUDOIR GRAND PIANO, especially built for Hongkong, with latest improvements and the "resonant" Iron-frame. Beautifully rich and sweet in tone.

No. 2, PEDDER STREET.

Hongkong, 1st August, 1890. [1123

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 2nd day of August, 1890, at 2 P.M., at his Sales Rooms, Queen's Road,

SUNDRY HOUSEHOLD FURNITURE, &c., Comprising:—

Hall & Holtz-made TAPESTRY with PLUSH COVERED DRAWING ROOM SUITE.
English-made MAHOGANY MOROCCO COVERED SUITE.
CENTER and SIDE TABLES, CHIMNEY, GLASSES and PICTURES, CARPETS and HEARTH RUGS.
EXTENSION DINING TABLE, SIDEBOARD with glass back, ESCRITOIRE, WRITING TABLE, CROCKERY, GLASS, and PLATED WARE.
DOUBLE & SINGLE IRON BEDSTEADS BRASS MOUNTED, WARDROBES, with glass door, MARBLE-TOP TOILET TABLE and GLASS MARBLE-TOP WASHSTAND.
2 BICYCLE.
&c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 29th July, 1890 [1102

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

TUESDAY,

the 5th day of August, 1890, at 4 P.M., are published for general information.

By Command,
W. M. DEANE,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 19th July, 1890. [1101

Particulars of the letting by Public Auction Sale, to be held on TUESDAY, the 5th day of August, 1890, at 4 P.M., by Order of His Excellency the Officer Administering the Government, of one Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rt.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Shaukiwan M'rine Lot No. 1.	Shaukiwan Bay....	126	247	146 .77	247 76	61698	284	1851

PUBLIC AUCTION
OF
VALUABLE MACHINERY & PLANT, &c.

THE Undersigned have received instructions to Sell by Public Auction, on

FRIDAY,

the 8th August, 1890, commencing at 11.30 a.m., at his Sale-Rooms, Duddell Street.

AN INVOICE OF
MACHINERY AND PLANT,
comprising:—

One 10 inch STROKE SHAPING MACHINE, One 12 inch TURNING & BORING LATHE, One 25 inch PILLAR DRILLING MACHINE, One 12 inch SHAPING MACHINE, One 12 to 16 inch S. & S. LATHE, length of bed 19½ feet, Two SCREWING MACHINES, One 9½ inch HAND LATHE, SUNDRY SMALL DRILLING MACHINES and HAND LATHES.

One Large BRASS TELEGRAPH COLUMN and DIAL with all necessary gear, One Small BRONZED ditto, a quantity of JUNCTION, SPRING, SAFETY, and STOP VALVES, SALTER'S SPRING SAFETY VALVES, Patent HAND BLOWERS, TAPS and DIES, ANVILS, ASBESTOS ROOFING.
&c., &c., &c.

The above are now on view at my Sale-rooms.

TERMS OF SALE.—Cash on delivery,
G. R. LAMMERT,
Auctioneer.

Hongkong, 25th July, 1890. [1089

STENOGRAPHER (French and English), good Spanish Correspondent, works Remington typewriter rapidly, SEEKS SITUATION. Advertiser is an Englishman aged 21. Can furnish good references and testimonials.

Apply to H. HALL,
c/o *Hongkong Telegraph* Office.

Hongkong, 19th July, 1890. [1063

HONGKONG JOCKEY CLUB.

THE SUBSCRIPTION GRIFFINS FOR 1891.

A MEETING of Members of the Hongkong Jockey Club, to arrange for Subscription Griffins for the RACE MEETING of 1891, will be held in the Hongkong Hotel TO-MORROW, the 2nd August, at 12.30 P.M.

E. H. GORE-BOOTH,
Clerk of the Course.

Hongkong, 31st July, 1890. [1116

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on MONDAY, the 4th August.

For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,
C. F. ROWBAND,
Manager, Hongkong.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
T. H WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the NEW ORIENTAL BANK CORPORATION LIMITED,
GEO. W. F. PLAYFAIR,
Manager, Hongkong.

For the COMPTOIR NATIONAL D'ESCOMPTE DE PARIS,
L. GLENAT,
Acting Agent.

Hongkong, 31st July, 1890 [1115

BANK HOLIDAY.

HOTEL MARINA,—THE POPULAR HEALTH RESORT.

GRAND PERFORMANCES will be given by the BAND of the 1st A. & S. Highlanders (by kind permission of the Officer Commanding) on

MONDAY NEXT, the 4th August, at 5.30 and 8.30 P.M.

The Company's Commodious Launch will leave Peddar's Wharf every half hour and on this special occasion 20 cents return fare will be charged.

Tiffins and Dinners will be provided and a Special Menu prepared.

Parties requiring private Dining Rooms should make early application to the Manager.

Tea Served in the Ladies parlor from 5 to 6.

Hongkong, 31st July, 1890. [1114

CAUTION TO SHIPOWNERS AND CAPTAINS.

RAHTJEN'S ANTI-FOULING COMPOSITIONS.

Other makes than our original Manufacture are now being sold.

The genuine and only Composition connected with Mr. RAHTJEN himself is HARTMANN'S RAHTJEN'S and packages are marked with these words and Trade Mark *an open hand in red.*

REJECT ALL OTHERS.

Agents in Hongkong
F. BLACKHEAD & Co.

Hongkong, 26th July, 1890. [1093

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION OF HONGKONG.

This Association is formed for:—

I.—The purpose of counteracting influences that are, and for a very long time have been, acting against the interests of officers of the British Mercantile Marine.

II.—To watch over and guard the interests of its members.

III.—To maintain the proper dignity of the profession.

N.B.—PUBLIC MEETINGS of this Association will be held at 8.30 P.M., every TUESDAY and FRIDAY, at No. 2, HIGH STREET—the temporary quarters—until further notice.

All Masters and Officers are cordially invited to join.

By direction of the Committee,
Hongkong, 28th May, 1890. [1010

W. S. MARTEN,

ARTISTIC DECORATOR

AND

HOUSE AND ESTATE AGENT,

2, DUDDELL STREET,

HONGKONG.

Hongkong, 6th April, 1890. [574

TO LET UNFURNISHED,
From August 1st.

TWO GOOD ROOMS, with Bath Room, in the Caine Road. Rent moderate. Splendid View of the Harbour.

Apply to W. S. MARTEN,
2, Duddell Street.

Hongkong, 3rd July, 1890. [999

Intimations.

THE HIOGO HOTEL COMPANY, LIMITED.

(To be registered in Hongkong as a Limited Liability Company under "The Companies Ordinances 1865 to 1886.")

CAPITAL$175,100
Divided into 1,700 Ordinary Shares of $100 each and 340 Founders' Shares of $15 each.

TERMS OF SUBSCRIPTION:

For the Ordinary Shares—$25 on application, $25 on allotment, $25 on the 1st September, 1890, and the balance on the 15th September, 1890. The Founders' Shares must be paid in full upon allotment.

Founders' Shares will be allotted to applicants for Ordinary Shares in the proportion of one Founder's Share for every complete five Ordinary Shares allotted to them.

The Founders' Shares will not be entitled to participate in a dividend in any year until 10 per cent. per annum has been paid for the year on the Ordinary Shares. The surplus profits, after the payment of such dividend and making such provision for a Reserve Fund as the Directors shall deem advisable under the provisions of the Articles of Association, will be divided equally between the Founders' Shares and the Ordinary Shares.

In allotting the Shares reserved for the different ports, regard will be had to priority of application.

PROVISIONAL DIRECTORS.

Mr. R. HUGHES. | Mr. F. S. GOODISON.
Mr. J. D. CARROLL. | Mr. E. H. HUNTER.
Mr. D. B. TAYLOR. | Mr. W. E. DRUMMON.

BANKERS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITOR.

MR. J. CREAGH.

BROKERS, AND SECRETARIES (PRO TEM.)

Messrs. ABELL & RALSTON.

ABRIDGED PROSPECTUS.

THIS Company is formed for the purpose of acquiring and carrying on the well-known and lucrative Hotel business conducted for many years by the late Mrs. GREEN, and for the past nine years by Mr. W. G JOHNSON, who is now desirous of relinquishing active participation in the management, but shows his entire confidence in the prosperity of the Company by becoming a large holder of Shares.

The property purchased by the Company is as follows:—

A piece of land having a frontage to the Bund of 246 ft. 5 in. and held in perpetuity from the Japanese Government at an almost nominal rental. This ground was the first selection made when the port was opened to foreign trade, and carries with it the extremely valuable privilege to use the beach in front of the land for its entire length down to low water mark, an advantage not enjoyed by any lot in the Foreign Concession, and which effectually secures to the property an uninterrupted view of the Harbour.

The main building of the Hotel, situated at the corner of Division Street and the Bund, and in close proximity to the Hatoba, the usual landing place for passengers from vessels visiting Kobe. The building is substantially constructed of stone and brick, and has recently been repaired and painted, and contains spacious Bar and Billiard Rooms, large Dining Room, Bed Rooms, Waiting Room, and extensive accommodation for baths, &c.—in short, all the requisites of a first-class Hotel.

Two houses (two stories) adjoining and connected with the Hotel, each containing six rooms.

One house (two stories) separated from the Hotel by a mud godown now on the property acquired by the Company, and containing seven rooms.

Brick and mud Godowns, two two-storied servants' quarters, and ample store-room and culinary accommodation, hot-water pressure boiler, &c., &c.

In the rear, and separated from the main buildings by a street or lane, are two plots of ground, one containing 300 tsubo more or less, and the other 132.83 tsubo more or less. These properties are held for terms of years expiring respectively on the 18th September, 1909, and the 1st July, 1911, at the annual rentals of 180 yen and 77 yen. These rentals are payable five years in advance, and the Company will be entitled to the benefit of any moneys so paid.

On these properties are erected:—

One House (three stories), containing twelve rooms, with bath-rooms and other conveniences.

One House (two stories), containing eight rooms and similar accommodation.

One House (two stories), containing four rooms, used for gentlemen's valets.

One House (two stories), containing twelve rooms, used for servants' quarters.

One House containing four rooms and similarly utilized.

The newly erected and commodious stables, containing accommodation for five ponies.

In the stables are five excellent China Ponies, with new saddles, bridles, and all other requisites for carrying on a livery stable.

In addition to the foregoing the Company will acquire without further payment the entire stock in trade, Wines, Liquors, and Furniture, and reserve stocks of Wines, Liquors, Bed and Table Linen, China, Glass Ware, Cutlery, &c., &c., belonging to the Hotel, a large supply of which has recently been procured. There is also connected with the business a powerful Steam Launch, built during the present year especially for the requirements of the Hotel at a cost of over $3,500. This launch is well adapted for picnic parties, as it contains a lofty cabin capable of seating 20 persons comfortably, and is designed so as to withstand stormy weather. The launch is also included in the purchase.

The Hotel contains for the accommodation of guests 50 double beds and 9 single beds. All the rooms are lighted by electricity, and the main building is fitted for gas in addition.

The Company will take over the business as "a going concern" on the 1st October, 1890, and will thenceforth be entitled to the profits and be responsible for the expenses. Competent observers consider that as a resort for tourists and residents of India and China compelled to seek relief from the trying climates of those countries, the exceptional inducements offered by Japan have as yet received but little comparative attention. The stream of visitors in search of pleasure or health must to a great extent pass through Kobe, the shipping and trade of the port is rapidly and steadily increasing, and all these conditions will combine to influence the Company's business in a satisfactory manner. The vendor's estimate of the profits of the business as carried on by him shows, when the saving in rent which will be effected by the Company is considered, a return upon the share capital of fifteen per cent. This amount the Directors feel confident will be exceeded by the increased prosperity of the Hotel under the more favourable conditions for successful working enjoyed by the Company, and the greater accommodation afforded by the additional buildings which the requirements of the business render desirable.

The Company will commence operations unhampered by any contracts or engagements of any description whatever. They take over a well-established and prosperous business, and one which must command the attention of the public as a sound and profitable investment.

Applications for Shares should be made on Forms to be obtained from the Hongkong and Shanghai Banking Corporation, and forwarded to the Company's Bankers, together with the amount of deposit, with, if elsewhere than Kobe, exchange to that port added.

Forms of Application and prospectuses giving full particulars can be obtained from the Company's Bankers in Yokohama, Kobe, Nagasaki, Hongkong, and Shanghai.

The Subscription List will close for Yokohama, Kobe, and Nagasaki on the 4th August, 1890, and for Hongkong and Shanghai on the 13th August.

Kobe, 21st July, 1890. [1111

NOTICE.

LUZON SUGAR REFINING COMPANY, LIMITED.

IN accordance with the special resolution of 23rd July, 1884, the General Agents have to-day declared an INTERIM DIVIDEND for the half year ended 30th June, 1890 of Five per cent. upon the paid up capital.

Dividend Warrants payable on the 12th prox. will be issued to Shareholders on that date.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd until the 12th August, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 26th July, 1890. [1092

NOTICE.

THE HONGKONG ICE COMPANY, LIMITED.

IN accordance with the provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half-year ended 30th June, of eight per cent. upon the paid up capital.

Dividend Warrants will be issued to Shareholders on FRIDAY, the 8th August.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th July until the 8th August both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 23rd July, 1890. [1079

NOTICE OF 4TH CALL.

LABUK PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the 4th CALL of $10 per Share, on the 4,000 Shares numbered 1001/5000 is payable to the Hongkong and Shanghai Banking Corporation on or before the 26th August, 1890, and calls not paid on said date are liable to pay interest at the rate of 12 % per annum.

The TRANSFER BOOKS will be CLOSED from the 16th to the 26th August, 1890.

LABUK PLANTING Co., LD.,
TURNER & Co.,
General Managers.

Hongkong, 28th July, 1890 [1096

THE DARVEL BAY TRADING COMPANY, LIMITED.

FIRST MEETING.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Darvel Bay Trading Company, Limited, will be held at No. 9, Queen's Road Central, Victoria, Hongkong, on MONDAY, the 4th day of August, at 12 O'CLOCK NOON, for the purpose of considering and if thought fit passing the subjoined Special Resolution.

RESOLUTION:—

That the Company be wound up voluntarily under the provisions of the Company's Ordinances 1865 to 1886, and that Frederick Alexander Alfred Busing Brockelmann and Ernst Richard Fuhrmann be appointed Liquidators of the said Company with liberty for each of them solely to exercise all the powers of the joint Liquidators.

Dated 26th day of July, 1890.

REUTER, BROCKELMANN & Co.,
1091] General Managers.

THE HONGKONG & KOWLOON WHARF AND GODOWN Co., LD.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Chamber of Commerce Room, City Hall, at 12.30 P.M., on TUESDAY, the 5th August, to confirm the following Resolution passed at the Meeting held this day.

"Resolved that Mr. C. S. Taylor and Mr. H. Wicking, elected by the Shareholders and the Hon. C. P. Chater and Mr. L. Poesnecker, elected by the Directors, be and hereby are appointed a Committee to investigate, examine and report upon the working of the business of this Company."

By Order,
EDWARD OSBORNE,
Secretary.

Hongkong, 19th July, 1890. [1065

THE SHAMEEN HOTEL AND LAND COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that at a Meeting of the Directors of this Company, held THIS DAY, a FINAL CALL of FIVE DOLLARS per Share, was made upon all the Members and that the same is payable to the undersigned, at the Registered Office of the Company, 3, Beconsfield Arcade, on or before THURSDAY, the 21st day of August next.

It is further notified that all shares not fully paid up on the 21st day of August shall in accordance with the Company's Articles of Association be forfeited and legal proceedings taken to enforce payment of all calls, instalments, interests, and expenses, owing upon or in respect of such shares at the time of the forfeiture.

By Order of the Board of Directors,
J. A. BARRETTO,
Secretary.

Hongkong, 29th July, 1890. [1104

AH FOOK,
SHIP'S COMPRADORE & STEVEDORE,
PRICES.

Cabin Beef	at	7 cents	per lb.
Crew Beef	"	6 "	"
Vegetables	"	2 "	"
Bread	"	4 "	"
Mutton	"	18 "	"
Fruits	"	4 "	"
Pork	"	9 "	"
Fish and Prawns	"	9 "	"
Veal	"	9 "	"
Fowls and Ducks	"	$3.60	per dozen.
Geese	"	9.00	"
Eggs	"	80 cents	per 100
Stone Ballast	"	40 "	" ton.
Shingle do.	"	55 "	" "
Discharging Rice	"	5 "	" "
Loading General Cargo	"	6 "	" "

No. 80, PRAYA CENTRAL,
WING WOO STREET.

Hongkong, 21st July, 1890. [1071

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank, 208 New Issue —premium, sellers.
Hongkong and Shanghai Bank, New Issue—$160 per share, sellers.
Union Insurance Society of Canton—$100 per share, buyers.
China Traders' Insurance Company—$70 per share, buyers.
North China Insurance—Tls. 340 per share, sellers.
Canton Insurance Company Limited—$120 per share, sellers.
Yangtsze Insurance Association—Tls. 84 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$355 per share, buyers.
China Fire Insurance Company—$89 per share, buyers.
Hongkong and Whampoa Dock Company—$64 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co. —$37 per share, buyers.
China and Manila Steam Ship Company—115 per share, buyers.
Hongkong Gas Company—$135 per share, sellers.
Hongkong Hotel Company—$180 per share, sellers.
Hongkong Hotel Co.'s Six per-cent. Debentures —$501.
Indo-China Steam Navigation Company, Limited—30 per cent. discount, buyers.
Douglas Steamship Company—$52 per share, sellers.
China Sugar Refining Company, Limited—$169 per share, sellers.
Luzon Sugar Refining Company, Limited—$108 per share, buyers.
Hongkong Ice Company—$96 per share, buyers.
Hongkong and China Bakery Company, Limited —$80 per share.
Hongkong Dairy Farm Co., Limited—$10 per share, sellers.
A. S. Watson & Co., Limited—$21 per share, buyers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—$112 per share, buyers.
The Hongkong Steam Laundry Co., Ld.—$25 per share, nominal.
Punjom and Sunghie Dua Samantan Mining Co. —$7 per share, sales.
The Raub Gold Mining Co., Ld.—$2¾ per share, buyers.
The Balmoral Gold Mining Co., Limited—$13 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—$81 per share, buyers.
Tonquin Coal Mining Co.—$275 per share, buyers.
The Hongkong High-Level Tramway Co., Limited—$120 per share, buyers.
The East Borneo Planting Co., Limited—$10 per share, sellers.
H. G. Brown & Co., Ld.—$45 per share, sellers.
The Songei Koyah Planting Co., Ld.—$15 per share, sellers.
Cruickshank & Co., Ld.—$40 per share, nom.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ld. —50 per cent. dis., sellers (fully paid up)
The China-Borneo Co., Ld.—$14 per share, sales.
The Darvel Bay Trading Co., Ld.—$8 per share, nominal.
The Hongkong Brick and Cement Co., Ld.—$18 per share, sellers.
The Green Island Cement Co.—$33 per share, buyers.
The Hongkong Land Investment Co., Ld.—$91 per share, sellers.
The Hongkong Electric Light Co., Ld.—$6 per share, buyers.
Geo. Fenwick & Co., Limited—$22 per share, sellers.
The West Point Buildings Co., Ld.—$35 per share, sellers.
The Peak Hotel and Trading Co., Ld.—$5 per share, sellers.
The Labuk Planting Co., Ld.—$15 per share, nominal.
The Lamag Planting Co., Ld.—$15 per share, sellers.
The Jelebu Mining and Trading Co., Ld.—$4½ per share, sellers.
The Selama Tin Mining Co., Ld.—$2½ per share, sellers.
The Shameen Hotel Co., Ld.—$5 per share, nominal.
The Kowloon Land Investment Co., Ld.—$18 per share, sellers.
The Trust and Loan Co. of China and Japan.—$14½ per share, buyers.
The Hongkong Marina, Limited—par, nominal.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/7½
Bank Bills, on demand 3/7½
Bank Bills, at 4 months' sight...3/7½
Credits at 4 months' sight 3/8
Documentary Bills, at 4 months' sight 3/8½
ON PARIS.—
Bank Bills, on demand.....4.54
Credits, at 4 months' sight 4.63
ON INDIA, T. T.....222
On Demand.....222½
ON SHANGHAI.—
Bank, T. T.....72½
Private, 30 days' sight 73

Shipping.

ARRIVALS.

ORIENTAL, British steamer, 2,711, E. Stewart, 31st July,—London, *via* Bombay 17th July, and Singapore 27th, Mails and General.—P. & O. S. N. Co.
CANTON, British steamer, 1,110, J. Hogg, 31st July,—Whampoa 31st July, General.—Jardine, Matheson & Co.
HESPERIA, German steamer, 1,123, L. Madsen, 1st August,—Kobe 25th July, General.—Siemssen & Co.
NESTOR, British steamer, 1,269, W. Elder, 1st August,—Kobe 26th July, General.—Butterfield & Swire.
EDENDALE, British steamer, 1,566, R. Humphrey, 1st August,—Kutchinotzu 27th July, Coal.—Mitsui Bussan Kaisha.
HIGHFIELD, British steamer, 1,665, W. P. Casson, 1st August,—Moulmain 18th July, Rice.—Order.

CLEARANCES AT THE HARBOUR OFFICE.

Kungpai, Chinese steamer, for Shanghai.
Ningpo, German steamer, for Shanghai.

DEPARTURES.

August 1, *Cosmopolit*, German steamer, for Hoihow, &c.
August 1, *Tritos*, German steamer, for Bangkok.
August 1, *Priam*, British str., for Shanghai.
August 1, *Ashington*, British str., for Bangkok.
August 1, *Shanghai*, British steamer, for Singapore, &c.
August 1, *Oriental*, British str., for Shanghai.
August 1, *Riversdale*, British steamer, for Kutchinotzu.
August 1, *Carmarthenshire*, British str., for Nagasaki, &c.
August 1, *Canton*, British str., for Swatow, &c.
August 1, *Kungpai*, Chinese str., for Shanghai.

PASSENGERS—ARRIVED.

Per *Oriental*, str., from London for Hongkong.—Deputy Inspector General and Mrs. Ninnis, and Lieut.-Colonel Mulcahy. From Brindisi.—Mrs. Rustomjee. From Bombay.—Mrs. Cohen, Messrs. A. E. Ebriam and native servant, and H. Schakee. From Penang.—Mr. Geo. Hay, and 13 Chinese. From Singapore.—Messrs. Beauchamp, J. D. Welsh, and Hoh What Goon. From London for Shanghai.—Mr. J. R. Fyffe. From Singapore.—Mr. R. M. O. Kelly. From London for Hiogo.—Miss Wilks, and Mr. Eastham. For Yokohama.—Mr. Mochitara Heiji.
Per *Nestor*, str., from Kobe.—1 Chinese.

REPORTS.

The German steamship *Hesperia* reports that she left Kobe on the 25th ulto. and caught the tail of a typhoon in Van Dieman's Straits; afterwards fine weather to port.

The British steamship *Nestor* reports that she left Kobe on the 26th ultimo. Had hard gale from south-east in Van Dieman's Straits; thence had moderate winds to Breaker Point; after to port had variable winds and thunder with lightning and heavy southerly swell.

Post Office.

A MAIL WILL CLOSE

For Kobe and Yokohama.—Per *Benvenue* to-morrow, the 2nd instant, at 11.30 A.M.
For Straits and Bombay.—Per *Thibet* to-morrow, the 2nd instant, at 11.30 A.M.
For Swatow and Bangkok.—Per *Phra Chula Chom Klao* to-morrow, the 2nd instant, at 0.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 355, H. Hygom, 30th July,—Touron 27th July, and Hoihow 29th, General.—Arnhold, Karberg & Co.
ALBANY, British steamer, 1,489, Ed. Porter, 28th July,—Saigon 25th July, Rice and General.—Adamson, Bell & Co.
AMIGO, German steamer, 771, T. A. Bruhn, 26th July,—Saigon 22nd July, Rice and General.—Geo. R. Stevens & Co.
ARDGAY, British steamer, 1,080, R. Cass, 30th July,—Kutchinotzu 24th July, Coals.—A. G. Morris.
AVOCHIE, British steamer, 1,055, T. Rowen, 24th July,—Saigon 20th July, Rice.—A. G. Morris.
BENVENUE, British steamer, 1,500, Thomson, 30th July,—London 17th June, and Singapore 24th July, General.—Gibb, Livingston & Co.
BISAGNO, Italian steamer, 1,499, G. Orengo, 29th July,—Bombay 11th July, and Singapore 23rd, General.—Carlowitz & Co.
CHINA, German steamer, 1,097, H. Bertelsen, 3rd July,—Nagasaki 23rd July, Coal.—Ed. Schellhass & Co.
DECIMA, German steamer, 965, C. Christensen, 18th July,—Batoum 23rd May, General.—Siemssen & Co.
EUPHRATES, British steamer, 1,299, J. Edwards, 15th July,—Rangoon 3rd July, Rice.—Russell & Co.
FELBRIDGE, British steamer, 1,336, John Ruthen, 8th May,—Saigon 30th April, Rice.—Russell & Co.
FOKIEN, British steamer, 509, Lewis, 30th July, —Taiwanfoo 27th July, Amoy 28th, and Swatow 29th, General.—D. Lapraik & Co.
GENERAL WERDER, German steamer, 1,820, M. Eichel, 30th July,—Yokohama 22nd July, Kobe 24th, and Nagasaki 26th, Mails and General.—Melchers & Co.
HAILOONG, British steamer, 783, F. D. Goddard, 26th July,—Tamsui 22nd July, Amoy 24th, and Swatow 25th, General.—D. Lapraik & Co.
HAIPHONG, French steamer, 874, Aubert, 29th July,—Haiphong 27th July, General.—Messageries Maritimes.
INGRABAN, German steamer, 892, Massmann, 28th July,—Nagasaki 22nd July, Coals.—Wieler & Co.
MONGKUT, British steamer, 859, Geo. Anderson, 31st July,—Bangkok 22nd July, and Kohsi-chang 25th, General.—Yuen Fat Hong.
NANTES LE HAVRE, French steamer, 1,182, Jaffry, 29th July,—Bangkok 22nd July, General.—A. R. Marty.
PHRA CHULA CHOM KLAO, British steamer, 1,011, A. Benson, 28th July,—Bangkok 22nd July, Rice and General.—Yuen Fat Hong.
PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
POLLUX, German steamer, 898, H. Hellmers, 22nd July,—Saigon 18th July, Rice.—Melchers & Co.
RECORDER, British steamer, 676, R. A. E. Brereton, 12th July,—from a cruise.—E. E., A. & C. Telegraph Co.
SISHAN, British steamer, 845, Stovell, 1st July, —Bangkok 24th June, Rice.—Kien Tye Long.
THIBET, British steamer, 2,522, W. L. Brown, 28th July,—Bombay 8th July, and Singapore 22nd, General.—P. & O. S. N. Co.
WINGSANG, British steamer, 1,517, A. de St. Croix, 31st July,—Calcutta 15th July, Penang 22nd, and Singapore 25th, General. —Jardine, Matheson & Co.
YUENSANG, British steamer, 1,105, J. Slessar, 29th July,—Bangkok 24th July, Rice.—Jardine, Matheson & Co.

SAILING VESSELS.

ANNIE STAFFORD, British bark, 1,297, Chas. S. Robinson, 20th July,—New York 2nd March, Petroleum.—Arnhold, Karberg & Co.
CHARLES S. WHITNEY, American ship, 1,651, G. D. Spicer, 20th July,—Shanghai 30th June, General.—Russell & Co.
ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.
GEORGE SEALFIELD, American ship, 1,276, A. S. Dunning, 11th July,—New York 7th Feb., Kerosene Oil.—Russell & Co.
HALCYON, American schooner, 61, A. Metcalf, 16th July,—Yokohama 9th June, Ballast.—Master.
PARAMITA, American ship, 1,498, C. D. Prescott, 28th May,—New York 7th Dec., Petroleum.—Adamson, Bell & Co.
RICHARD PARSONS, American bark, 1,116, Geo A. Freeman, 22nd June,—New York 19th Feb., Kerosene Oil.—Russell & Co.
SARA MERSEDES, Peruvian schooner, 245, A. Muniatgin, 4th July,—Saigon 27th June, Rice.—Captain.
SIR HERBERT MAXWELL, British schooner, 232, Murray, 18th July,—Port Natal 20th May, General.—Turner & Co.
THIORVA, British ship, 1,174, Fraser, 20th July, —Singapore 9th July, Timber.—Master.
TILLIE BAKER, American bark, 683, Jas. H. Carty, 27th June,—Honolulu 19th May, Ballast.—Captain.
VELOCITY, British bark, 495, R. Martin, 18th June,—Honolulu 3rd May, General.—Chinese.
WM. LE LACHEUR, British bark, 575, E. Warner, 10th June,—Laguimanoc 9th June, Wood.—Wieler & Co.
Z. RING, British ship, 1,371, McLeod, 27th May,—New York 20th Nov., Petroleum.—Russell & Co.

Insurances.

£1,000 STG. Payable at Age 55, or at death if previous—may be secured by a payment at the rate of:—

£7 7 6 (per quarter if commenced at age (n. b.) 20
£8 14 2 25
£10 11 2 30
£13 4 10 35
£17 15 8 40
£27 12 6 45

AFTER the Policy has been three years in force—the Policy-holder will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured, as explained in Prospectus, should he wish to discontinue payment of premiums.

ADAMSON, BELL & Co.,
Agents, Hongkong
982—2] STANDARD LIFE OFFICE.

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.,
Agents.
Hongkong, 1st July, 1889. [56

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co.,
Hongkong, 1st July, 1889. [57

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1889. [217

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO $833,333·33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1888. [109

Intimations.

KUHN & CO.,

JAPANESE AND CHINESE FINE ART DEPOT.

21 & 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890. [1072

CAPTAIN GEORGE TAYLOR,

INLAND SEA and JAPAN COAST PILOT.

Telegraphic Address: POWERS, Nagasaki.
Hongkong, 8th April, 1890. [571

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 10th June, 1888. [12

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS AND CONTRACTORS,
YAU-MA-TI ENGINEERING WORKS, KOWLOON.

OFFICE—No. 23, Pottinger Street,
Hongkong, 6th June, 1888. [26

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUILAR STREET,
TERMS VERY MODERATE,
Consultation free.
Hongkong, 7th March, 1890. [387

SCOTT'S EMULSION

OF PURE COD LIVER OIL
With Hypophosphites of Lime & Soda.

PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANÆMIA, GENERAL DEBILITY, COUGHS AND THROAT AFFECTIONS, AND ALL WASTING DISORDERS OF CHILDREN OR ADULTS it is marvellous in its results.

Prescribed and endorsed by the best Physicians.

SOLD BY ALL CHEMISTS.

Agents for China and Hongkong:
Messrs. A. S. WATSON & Co. (LIMITED).
Hongkong, 28th December, 1888.

Intimations

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS:
BOWRINGTON, EAST POINT.

OFFICE:
9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.
Hongkong, 1st May, 1890. 54

Geo. Fenwick & Co., LIMITED,

VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1880.

Hongkong, 20th January, 1890 [195

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR any of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 25th August, 1886. [15

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequaled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co.,
16 Bund, Yokohama,
next door to
527] Farsari's Photographic Studio.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME-TABLE.

To take effect from 1st May.

The CARS RUN between St. John's Place and Victoria Gap as follows:—

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.
12 to 1 P.M. every quarter of an hour.
1 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.
12 (NOON) to 2 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.
9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACEWEN, FRICKEL & Co.,
General Managers.
Hongkong, 30th April, 1890. [698

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS,
No. 11, Praya Central.
(Opposite Pedder's Wharf).

SOLE AGENTS for RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS PRESERVATIVE AGAINST ROTTING, DECAY, &c., of WOOD.



SAPOLIO.
ENOCH MORGAN'S SON'S SAPOLIO FOR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS.
MAX HAASEN'S FRANKFURT on M. CONSERVED MEATS, VEGETABLES and FRUIT.
CEMENT from the celebrated Factory of Hemmoor.
SWEDISH TAR and OREGON PINE LUMBER.
FLENSBURG STOCKBEER.
ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.
EVERY KIND OF SHIP'S STORES AND REQUISITES *ALWAYS IN STOCK* AT REASONABLE PRICES.

ALL KINDS OF COALS

SUPPLIED AT THE SHORTEST NOTICE
Hongkong, 25th June, 1889. [130

To be Let.

TO LET.

TOP FLOORS of No. 21 & 23, Pottinger Street, suitable for Offices or Photographic Studio.

CARMICHAEL & Co.,
21 & 23, Pottinger Street.
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NOS. 21 and 35, ELGIN ROAD, behind the Old Union Church.

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No. 7, SEYMOUR TERRACE.
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OFFICES and CHAMBERS in Connaught House, Queen's Road Central.

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With Immediate Possession.

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TWO COMMODIOUS HOUSES in Carlton Terrace, Queen's Road East. Rent moderate.

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TO LET.

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G. C. ANDERSON,
13, Praya Central.
Hongkong, 22nd April, 1890. [658

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A HOUSE in WEST TERRACE.
Immediate Entry.

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HING KEE HOTEL, MACAO.

THE above establishment has been REMOVED to a better and larger House on Praya Grande Central.

L. HING KEE,
Proprietor.
Macao, 8th July, 1890. [1024

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BISHOP'S BAY, MACAO.

THIS House, situated on the Coast in one of the best and healthiest parts of Macao and commanding an admirable view facing the South, was OPENED as an HOTEL on the 1st July.

Every comfort will be provided for visitors with excellent cuisine and choice Wines.

Hot, Cold, Shower and Sea Water Baths. Large and well Ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar.

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Proprietress. [978

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THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

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Manager.
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Bank Buildings.
Hongkong, 21st November, 1888 11

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OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.
Hongkong, 24th June, 1887 [955

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THE useful and commodious Steam Launch "E L K,"

Length over all 36 feet.
Breadth " 7 "
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Speed 8 knots an hour.

This Launch has just undergone a complete overhaul, new decks laid, and the bottom recoppered. The Engines and Boiler have been put in first class order and new awnings fitted.

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SERIES J.—For Gentlemen, or large size.
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Beam 18 "
Depth of hold.....7½ "
Registered tonnage 75 tons.

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The *Montiara* was built in Singapore, and is most solidly constructed of teak throughout, with iron-wood frames. She has recently been thoroughly overhauled under experienced European superintendence, fastened throughout with 7 inch galvanized spikes, and newly re-coppered. She is brig-rigged with the best canvas sails. Draft of water 7 feet.

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Hongkong, 9th April, 1890. [579

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